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SUBJECT Volume of Freight Shipped by River Transport in the USSR for the 1953 Sailing Season/Future Prospects

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1. The newspaper "Vodnyy Transport" for 18 Apr 53 (No 7) carries an article by Bakhturov, Deputy Minister of the Maritime and River Fleet, entitled "Basic Problems of River Freight Shipments". In this article Bakhturov indicates the basic tasks confronting workers of the river transport system in 1953 and cites a few figures, percentage rather than absolute. He states, for example, that during 1953 it is anticipated that the increase in dry tonnage will be 13%, compared to a general increase in shipments of 10%.
2. In addition, "Vodnyy Transport" for 16 Jun 53 (No 32) carries an article by Zvonkov, corresponding member of the USSR Academy of Sciences entitled: "Prospects for the Development of Water Transport". In this article Zvonkov, in addition to general propaganda matter, states that during the present decade, 1950-1960, it will be possible to increase cargo turnover in maritime and river transport by about 200% (an annual increase of about 11.6%).
3. [redacted] The 1946-50 plan for the restoration and development of the USSR national economy has the following figures for river transport for the 1950 season: Tonnage to be shipped, 91.5 million tons; ton-kilometers to be shipped, 49.3 billion.
4. The five-year plan for 1951-1955 anticipates a 75%-80% increase in the freight turnover in river transport from 1950. This will make an annual increase of 12%.

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The following is a breakdown for the individual years:

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1951 - 55.0 billion ton-kilometers
1952 - 61.7 " "
1953 - 69.3 " "
1954 - 77.6 " "
1955 - 87.0 " "

5. The volume of freight shipments by river transport in the new five-year plan in tons will be as follows: Taking account of the fact that the increase in river transport shipments in 1951 in comparison with 1950 did not exceed 11%, 1952 did not exceed 1951 by more than 10%, while the increase in 1953 over 1952 is planned at 10% we can arrive at a breakdown by the year in tons.

Shipments in Millions of Tons

Years	Total	including	
		Petroleum Products	Dry cargo
1951	102.0	9.0	93.0
1952	112.0	9.5	102.5
1953	123.3	10.0	113.2
1954	135.5	11.0	124.5
1955	149.0	12.1	136.9

6. Examining the growth of cargo shipments in the new five-year plan, figuring dry cargo and petroleum products separately, we have the following;

	Increase from 1950 to 1951	Increase from 1951 to 1952	Increase from 1952 to 1953	Increase from 1953 to 1954	Increase from 1954 to 1955
Aggregate	12%	10.0%	10.0%	10.0%	10.0%
Petroleum products	6%	5.5%	5.0%	10.0%	10.0%
Dry cargo	12%	10.0%	11.0%	10.0%	10.0%

To avoid confusion [redacted] the discrepancy between my figure, 11%, and the figure in Bakhturov's article, 13%, for the shipments of dry cargo. From the total volume of river transport shipments [redacted] only those petroleum products handled by "Volgataner". [redacted] those insignificant quantities of petroleum and other liquid products (alcohol, vegetable and animal oils, turpentine, etc) handled by the other lines. If we take this correction into account, as well as the fact that the former Ministry of the River Fleet did not fulfill its 1952 quota for dry cargo shipments, we get a figure of 13% as the increase from 1952 to 1953 in shipments of dry cargo by river.

7. [redacted] the former Ministry of the Merchant Fleet did not fulfill its 1952 quota of dry cargo shipments and this is confirmed by a number of remarks in the newspaper "Vodnyy Transport". Only about 97-98% of the season's dry cargo quota was fulfilled, and this in turn was responsible for the failure to fulfill the overall plan.

8. [redacted] cite breakdowns for the various cargoes hauled by river shipping. While it would be possible to work out these figures, it would require additional calculations and the use of Soviet newspapers and journals treating on the work of water transport. [redacted] the fact that about one-half of all river shipments (in tons) during the 1951 season consisted of timber floated as rafts.

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756.17 N
783.36 N